

MAKING WAVES

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China - Funded Port Project in Sri Lanka "Commercial Activity."

China said on May 12 that the Hambantota port project in Sri Lanka was a normal commercial activity. "Any attempt to distort the facts would be invalid," Foreign Ministry spokesman Ma Zhaoxu told reporters. He was commenting on a report by the Times of London, which reported on May 2 that China was building a port in south Sri Lanka "as a refuelling and docking station for its navy."

Ma said China was committed to developing friendly relations with Sri Lanka based on the Five Principles of Peaceful Co-existence. He also said it was the common aspiration of everyone in Sri Lanka to maintain social stability and economic development and achieve national reconciliation. The 15-year port project, funded by China, began in 2007. The project is intended to improve shipping, trans-shipping, shipbuilding and trade facilities at the Port of Colombo

Source(s): Xinhua, May 12, 2009.

http://news.xinhuanet.com/english/2009-05/12/content_11360421.htm

EEZ Should Be Seen as Pakistan's Fifth Province'

The country's exclusive economic zone (EEZ) has a larger area than that of Sindh and NWFP combined, and should be regarded as the fifth province of the country, Chief of Naval Staff Admiral Noman Bashir said on Wednesday (June 10). Addressing the concluding session of the 38th Pakistan Navy Staff Course at the War College, he said the sea is rich in fish, hydrocarbons, and seabed resources. He said the sea has always been a major reservoir of resources and offers extensive opportunities to promote national interests. "It also poses challenges in the form of threats that could imperil national security," he added.

"Threats to maritime security emanate from inter-state territorial disputes, political instability and transnational crimes, including maritime terrorism, piracy, human smuggling, drugs and arms trafficking," he said. He said there is an increasing realisation that no one nation can single-handedly cope with all the threats in a maritime environment, adding this had led to the contemporary concept of collaborative maritime security. He said the Indian Ocean is home to some of the world's most important choke points, due to which maritime security and stability of the North Arabian Sea has attained greater significance with respect to freedom of navigation and uninterrupted flow of trade. "For Pakistan, the sea is absolutely essential for our economic progress and sustenance of daily life," he added.

Discussing the role of the Pakistan Navy (PN), he said: "The maritime environment and the complex nature of the threat lead us to ensure an effective PN response within our resources. The answer, therefore, lies in the formulation of a viable naval strategy within the framework of PN's vision. I see the PN as an effective instrument of our defence and foreign policies. It would be capable of defending the maritime frontiers of our country, showing presence in our area of interest, enhancing Pakistan's image globally and would help increase our influence over regional countries." "Today, we can be counted in the maritime arena (and counted among the world's leading naval forces), and most importantly our engagement with the coalition contributes towards regional peace and stability," he said.

Source(s): The Daily Times, June 11, 2009.

http://www.dailytimes.com.pk/default.asp?page=2009%5C06%5C11%5Cstory_11-6-2009_pg7_25

Vallarpadam Terminal Set to Redefine Maritime Trade

A global economy in recession is not the best of times to open India's first international container trans-shipment terminal (ICTT). But analysts, cargo owners and DP World Ltd, the private operator set to run the terminal at Vallarpadam in Cochin port, say this will redefine how exporters and importers in India, Asia's third biggest economy, ship goods. A trans-shipment port, such as those in Colombo, Singapore and Dubai, typically has a depth of at least 16m, allowing big container ships to call at the terminal. Smaller vessels from regional ports use these terminals to load or unload cargo to or from the larger ships onward to the final destination.

"It is the right time to open the ICTT," said Ganesh Raj, senior vice-president and managing director (Indian subcontinent) at DP World. "The global slowdown is a short-term phenomenon in the context of world trade over time. DP World continues to remain confident of the long-term prospects of the container port industry,

and, hence, we are building capacity to meet anticipated demand.” DP World, the world’s fourth biggest container port operator majority owned by the Dubai government, won a 30-year contract in a public auction in 2004 for developing and operating the Vallarpadam terminal, which is close to key international sea trade routes. It was allowed to operate the existing Rajiv Gandhi container terminal at Cochin port for eight years or till it constructed and shifted operations to Vallarpadam. DP World aims to commission the ICTT by 30 November.

The Rajiv Gandhi terminal handled 260,000 twenty-foot equivalent units (TEUs) in the year 2008-09. A TEU is the standard size of a container and a common measure of capacity in this business. Because of depth restrictions in the country, big container ships cannot call directly at many of India’s ports. A big portion of the container cargo, originating from or destined for India, hence, are trans-shipped at ports in Colombo, Singapore or Dubai. As a result, India’s exporters and importers incur extra costs of at least Rs1,000 crore a year on trans-shipment of containers via other ports, according to the shipping ministry. The depth at the Vallarpadam terminal, together with the latest technology in equipment, will allow mega container ships such as Emma Maersk, which has a capacity of at least 12,500 TEUs, to call for loading and unloading cargo. Emma Maersk is owned by the world’s biggest container shipping firm Maersk Line.

Traditionally, India’s most significant deterrent to handling larger ships has been the depth restrictions at its ports. As a result, the cost of trade into or out of India has been higher than for other Asian countries such as China or Malaysia. Container trans-shipment terminals are a critical link in maritime trade, enabling shipping lines to optimize their logistic chain when moving cargo. With the current flow of trade out of India, logistics costs are considerably high, making Indian products uncompetitive in the global market. Having such a hub within the country gives traders a choice to directly move their cargo through the trans-shipment port or use the existing terminals at ports such as Jawaharlal Nehru Port, Chennai or Mundra port and tranship their cargo at Vallarpadam at a lower cost than at overseas terminals, said DP World’s Raj. Trans-shipment ports such as Colombo, Dubai and Singapore have so far flourished at India’s expense. For instance, 76% of the container volumes handled at Colombo port is for cargo trans-shipment from neighbouring countries. Of the 2.7 million TEUs handled by Colombo port in 2008, 70%, or 1.9 million TEUs, originated from or were destined for Indian ports; some 60% of it from South India alone.

Over the past few years, the port container traffic in India has been growing at an average 15% annually. At this rate, container traffic is estimated to reach 21 million TEUs by 2016 from around 7.8 million TEUs now, according to the shipping ministry. Though the growth rate slumped last year due to the global slowdown, the ministry’s estimates remain unchanged, said a shipping ministry official.

Source(s): P. Manoj and P.R. Sanjai, Live Mint, Jun 12, 2009.

<http://www.livemint.com/2009/06/11231059/Vallarpadam-terminal-set-to-re.html?h=B>



SHIPBUILDING

Russian Shipbuilders Look for Tide to Come in

Prime Minister Putin has criticised Russian companies ordering ships from abroad, while the domestic shipbuilding industry is on the rocks. The Amursky shipyard in Russia’s Far East made dozens of warships and submarines during the Second World War. Cargo ships, refrigerator vessels, platforms...the shipyard’s managing director told Prime Minister Putin what it used to make, and what it’s building today – just two tankers for a German customer.

Local companies build just 6% of the ships Russia needs. The rest come from abroad – and the PM believes ship buyers need to shop at home. “I think it’s unacceptable to commission ships from foreign shipbuilders if such orders can well be placed at Russian shipyards.” Two of the far eastern shipbuilders are already bankrupt, and 8 others are unprofitable and deeply in debt. Lack of orders is one of the main problems for the Russian ship-yards, most of which were originally set up for naval construction. The government says the answer is to turn them into civil shipbuilders, but industry players such as Andrei Krainy, Head of Federal Fishing Agency, say that’s easier said than done.

“Historically, Russia’s Far Eastern shipbuilding was military focused. Now companies don’t know how to control costs, and therefore today we are not competitive nor by the price, neither by deadlines.” Russia needs to attract foreign capital and projects to build new dockyards and modernise old ones. The United Shipbuilding Corporation says Singapore is considering invest \$5 billion in the construction of a Russian dockyard in which Russia will have a 25% stake.

Source(s): May 12, 2009.

http://www.russiatoday.com/Business/2009-05-12/Russian_shipbuilders_look_for_tide_to_come_in.html

Shipbuilding to Help Turn Bangladesh into Middle-income Country: Industry Minister

Bangladesh Industry Minister Dilip Barua has said growing shipbuilding sector would help turn Bangladesh into a middle-income country through earning more foreign exchanges for the country. He made this remark during his visit to Western Marine Shipyard Ltd at 4 no Kolgaon under Patiya upazila in Chittagong on May 16.

The Minister said that shipbuilders in Bangladesh had demonstrated combined efforts to capture significant orders from international buyers from Denmark, Germany, The Netherlands and Finland for building vessels. Barua said cheap labour, better infrastructure facilities and policies conducive to foreign investors were helping country's shipbuilding industry to grow. Underscoring the necessity of foreign investment for the economic development of the country, the industries ministers urged foreign entrepreneurs to invest more Bangladesh. He thanked the Dutch government through Danish Ambassador in Dhaka for its support to Bangladesh's shipbuilding industry.

The minister said Western Marine Shipyard had been contributing for developing of the sector. He also pledged to extend all possible supports to the company from the government. Western Marine has built an international standard shipyard on 20-acre area at 4 no. Kolgaon under Patiya upazila in Chiitagong.

Currently, Western Marne is engaged in building five container vessels for Denmark, 12 multipurpose vessels for Germany and one floating reception vessel and pontoon barge for Finland. The total cost of the ships is equal to approximately US \$200 million.

Source(s): The Nation, May 18, 2009.

<http://nation.ittefaq.com/issues/2009/05/18/news0534.htm>

China Eying 35% Share of Global Shipbuilding by 2011

China is seeking to expand its share of the global shipbuilding industry to more than 35% by 2011 by aiming to raise production to 50 million tonnes. The plan includes government support for qualified companies pursuing listings and issuing bonds. A cabinet minister said it would expedite the process of setting up an industry investment fund. Financial institutions will be urged to boost credit to shipbuilders and support mergers and acquisitions in the industry. Domestic buyers of long-range ships will benefit from the stimulus plan with financial support from the government, which at the same time is trying to reduce overcapacity. Official figures showed currently, Chinese shipyards have a combined production capacity of 28.81 million DWT accounting for 29.5% of the world's total. China's shipbuilding industry has struggled with plummeting orders and overcapacity since the economic crisis triggered a collapse in Chinese trade. The China Association of National Shipbuilding Industry has forecast a 50%YoY fall in orders for 2009. However, the industry stands to gain from the planned investment fund as the government pushes for consolidation in the sector.

Beijing has this year introduced policies intended to revitalize several key sectors of the economy, including textiles, autos, petrochemicals, real estate and non ferrous metals.

Source(s): Steel Guru, Jun 13, 2009

http://steelguru.com/news/index/2009/06/13/OTgyMTQ=/China_eying_35%25_share_of_global_shipbuilding_by_2011.html



MARITIME TECHNOLOGY

How to Build the World's Most Powerful Warship?

The first pieces of the U.S. Navy's newest class of aircraft carrier—meant to be the cornerstone of American military sea power over the next hundred years—lie in the open air of a shipyard in Virginia. A misting rain is falling on the jumbled field of steel bulkheads, stacks of pipe and 200-ton sections of hull. It's as if some gargantuan child broke apart his model ship and scattered the pieces on the ground. But Northrop Grumman's staff at the Newport News shipyard know where every part is located—and the exact order in which each piece must be connected. Building an aircraft carrier is like putting together a 3D jigsaw puzzle, for years on end. Engineers have been designing some of the pieces since 2000; the job won't be finished until 2015.

On a complex project of this scale, there is little margin to correct design mistakes. If not found and fixed, one small flaw can have ramifications that cost tens of millions of dollars, months of hot-metal work or even the life of a sailor not yet born. "These ships are like entire planned cities," says Eric Wertheim, editor of The Naval

Institute Guide to Combat Fleets of the World. “It’s like building Disney World.” For more than six decades, aircraft carriers have been involved in virtually every major American military engagement, from World War II to the current conflicts in Iraq and Afghanistan. But America’s carrier fleet is getting old. Designs for today’s Nimitz-class ships began in 1964, and although upgraded, the carriers’ steam-powered catapults and cramped quarters belong to another era. So, for the first time in two generations, the Navy is commissioning a new carrier, named after President Ford, who served with distinction on the carrier *Monterey* during World War II. Following custom, each subsequent ship constructed to these specs will be named after him: the Ford class of carriers.

Building a super carrier is a uniquely American enterprise. There are 21 aircraft carriers in service around the globe; 11 belong to the United States. A few other nations—Britain, Spain and India—have plans to build aircraft carriers. But no one else makes them this large or with such advanced capabilities. No one else is about to try. The last time American engineers designed a carrier from scratch, in the 1960s, they drew the ship in ink and built full-scale wooden models to prove their designs. Then, the construction-yard workers had to figure out how to put the ship together. Things work a little differently in 2009. Now, engineers and foremen can wander around a mockup of the ship without wearing helmets or boots. All they have to do is slip on chunky black glasses, stare at a screen and step inside the ship’s CAD plan.

Sam Vreeland, the Ford’s jowly, red-cheeked construction director, hands me a pair of the bulky glasses. We’re in a black-walled room inside a nondescript building at the shipyard. On an 8-foot-tall screen in the center of the room, engineers from around the country meet—without leaving their offices—to perfect blueprints in virtual-reality simulators. In front of me is a virtual 3D model of every element of the ship’s jet-fuel room, from pumps and pipes to shims and studs securing bulkheads. In the lower decks, engineers have assigned a part number and a supplier to every one of these digital pieces. “We got this technology because we can walk anybody through, including the Navy,” Vreeland says. “They can see it more clearly than with a mockup.”

Engineers are using other sophisticated software to synch the ship’s design with its future operation. On the flight deck, for example, shipbuilders test the way aircraft are brought to the deck and readied for launch. The Ford is utilizing a new, NASCAR-like pitstop approach. On Nimitz-class carriers, airplanes are dragged all over the flight deck for fuel refills, weapon reloads and maintenance checks. On the Ford, workers will handle all those jobs in a single spot. The Navy hopes these measures will increase sorties from the ship by 25 percent—up to 270 per day.

Everything on the Ford is subject to simulation testing, from the views of the flight deck from the bridge to damage control in the engine rooms. According to manager of engineering David Rockey, there are even messing models. “That’s where we see how long it takes crew members to get a hot lunch and come back [to their stations],” Rockey says. “It’s like SimCity for carriers.” But this game has a serious purpose: “Before we cut steel and pay the bill, we want to see what we’re going to get for our efforts.”

Eventually, this pixelated world meets the real one. Vreeland and I walk into the fabrication plant to see the raw metal, brought in by the trainload, formed into parts of the hull. It’s a cavernous, clanging, hissing 34,600-square-foot shop with dross, sparks and metal scraps all around. Everyone calls out, “Hey, Sam-may!” as we walk by; Vreeland, a Virginia native, has been at the yard since 1972, working his way up from apprentice on Los Angeles-class subs to become the Ford’s head of construction in 2000.

The shipyard is obsessed with the timelines of any big-dollar project, and the Ford is easily the biggest. The first Ford-class carrier will cost \$14 billion, including \$5 billion for research and development; Navy officials say the price will drop to around \$6 billion per ship with subsequent builds. Delays—and so far the Ford program has suffered two years’ worth of them—can mean losing skilled workers and support from Congress or the Pentagon. As the largest items in the Pentagon’s shipbuilding budget, new carriers are tempting targets for cutbacks. Some defense analysts are already wondering why the U.S. needs a 100,000-ton monster carrier when our most prominent current enemies are terrorists, small guerrilla bands and pirates in skiffs.

When the Ford is completed, it won’t look much different from carriers built for the Cold War. However, there will be striking changes inside. The Ford is the first to greatly reduce aircraft carriers’ reliance on steam. Nearly everything done on the Nimitz class—heating cabins, drying laundry, propelling the ship, making potable water, launching jets—is done with steam power generated by a nuclear reactor. All that steam means gangs of sailors to operate valves, read gauges and fix machines when they invariably wear down or spring a leak. On the Ford, many of those systems will be electric.

The most novel use of electricity occurs on the flight deck. Steam-powered catapults currently do not provide heavier aircraft with enough acceleration to take off, so the carrier cranks up the knots to increase wind speed over the deck. On Ford-class vessels, four linear motors will create magnetic waves that propel the catapult, with each jet getting a customized shove into the sky. Planes will land as they do now, by hooking onto arresting cables, but the system that slows their speed will be electromechanical rather than just hydraulic. These novel designs come with risks. According to the Government Accountability Office, developing the launch system's generator has led to a 15-month delay. The Navy hopes these developmental risks will be rewarded with long-term savings, especially from the decrease in manpower. On old carriers, it takes gangs of men to move food, laundry, spare parts and ordnance. On the Ford, forklifts, not sailors, will haul supplies. Program managers say the Ford will require 700 fewer people than a current carrier, saving as much as \$5 billion over the life of the ship. Protecting those sailors is another concern: The Navy has gone to great lengths to ensure its carriers can take a hit. For 25 days in 2005, engineers with Naval Sea Systems Command conducted classified explosions on the USS America, a Kitty Hawk-class carrier that served in Vietnam and the Persian Gulf. The ship eventually flooded and sank in the largest damage-control experiment ever conducted. The Navy says results of that test have been incorporated into the design of the Ford.

Later this year the mega crane will lower the first super lift piece into the dry dock where the Ford will be assembled. Navy brass, politicians and company officials will gather around the massive section of the hull and make speeches; bands will play martial songs. Then more curved side shells will be outfitted with pipes, lights and as many fixtures as possible before being lowered into the dry dock. One super lift at a time, the USS Ford will slowly take on the aspect of a ship. When the carrier's structure is complete from hull to island, the dry dock will be flooded with water from the James River. Tugs will tow the massive, empty vessel to another part of the shipyard for years of wiring and systems integration, freeing up the dock for the construction of the next Ford-class vessel. The process will continue until 2058 or until funding ends.

Source(s): Noah Shachtman, Fox News, June 17, 2009.
<http://www.foxnews.com/story/0,2933,526833,00.html>



MARITIME COOPERATION

[Pak-US Navies Begin Exercise to Enhance Maritime Security](#)

The Pakistani and US navies on May 10 began a bilateral exercise aimed at enhancing interoperability and improving maritime security. The sea phase would include manoeuvres designed to refine war fighting tactics, practice command and control and counter asymmetric threats. The exercise, codenamed "Inspired Union", continued till May 20. A statement earlier issued by the Pakistan Navy described the manoeuvres as a yearly feature that would be conducted in harbour and sea phases. The US fielded the warships USS Lake Champlain and USS Halyburton for the exercise while Pakistan was represented by PNS Khaibar, PNS Tariq, missile boats and aviation units. At the same time, special operations forces of both navies were conducting an exercise codenamed "Inspired Response". This exercise focused on explosive ordnance disposal, demolition and deep sea diving.

Source(s): The Hindu, May 10, 2009.
<http://www.hindu.com/thehindu/holnus/001200905101987.htm>

[Royal Navy Takes Command Of Joint Task Force For Support Of Iraqi Navy](#)

A Royal Naval Commodore has taken command of the joint UK and US Task Force which is helping develop the Iraqi Navy to protect their territorial waters and offshore oil platforms. Royal Navy Commodore James Morse relieved US Rear Admiral Thomas Cropper as Commander of the Combined Task Force Iraqi Maritime (CTF IM) during a change of command ceremony last week aboard Naval Support Activity Bahrain.

This marks the first change of command for CTF IM since the task force's establishment in January of this year. Commodore Morse said: "I am delighted to be leading a UK-US team as CTF IM. We have a vital role to play in assisting Iraqi forces with security in their territorial waters, and we look forward to building on the excellent work of Rear Admiral Cropper and his staff." Previously known as Combined Task Force 158, CTF IM is a joint UK-US naval force operating in the Gulf, which helps provide maritime security. Its roles are to assist with protecting

Iraq's offshore oil platforms and training Iraqi forces. These tasks are essential to the continuing development of the Iraqi economy and to stability in the area. CTF IM consists of a range of naval forces, including destroyers or frigates, support ships, aircraft and patrol vessels.

Source(s): Defence Professional, May 12, 2009
<http://www.defpro.com/news/details/7374/>

M'sia vs China Dispute to Be Resolved Via Maritime Laws

Malaysia will seek to resolve any territorial dispute with China by negotiations in accordance with international law, Prime Minister Datuk Seri Najib Tun Razak said. The extension of territory beyond the original 200 nautical mile limit is allowed under Article 76 of the convention and countries had to lodge their submissions by May 13, 2009.

China's permanent mission to the United Nations in New York sent a note to the United Nations the following day stating that the submission had infringed on its "sovereignty, sovereign rights and jurisdiction in the South China Sea." "The Chinese government seriously requests the Commission not to consider the joint submission by Malaysia and Vietnam," the note, which is also available on the website, said. A map which depicted China's maritime border enclosing most of the South China Sea was attached to the note.

China also lodged an objection on the same day against Vietnam's submission to extend its maritime border over a northern portion of the South China Sea where the Parcel Islands are located. Vietnam replied to both objection by stating that it had sovereignty over the areas in question. There were no records of any reply from Malaysia.

Source(s): LEONG SHEN- May 14, 2009.

<http://thestar.com.my/news/story.asp?file=/2009/5/14/nation/20090514195332&sec=nation>

Sri Lanka Navy Chief Urges Common Approach to Maritime Security

Indian Ocean navies need to co-operate better to ensure adequate responses to challenges ranging from terrorism to natural disasters, Sri Lankan navy commander Admiral Wasantha Karannagoda said. "The threats facing present day law abiding states are not arising from territorial or ideological ambitions of other nation states," he told the Indian Ocean Naval Symposium (IONS) that began in Colombo on May 21. "They are, instead, a bewildering variety of manifestations of malevolent non-state entities", said the Naval Chief.

"To these problems must be added natural disasters and man-made catastrophes such as cyclones, earthquakes, landslides, floods, tsunamis and the very real threat of widespread coastal inundation caused by global warming." Navy officers of 31 countries in or around the Indian Ocean are taking part in the two-day symposium of the IONS, a maritime security co-operation initiative that was launched by India last year. The Indian Ocean Naval Symposium also aims to promote the provision of speedy and effective humanitarian assistance and disaster-relief throughout the Indian Ocean Region. The Indian Ocean and the states on its littoral are of significance and growing importance, Karannagoda said. The region has one-third of the world population, a quarter of its landmass and 40 percent of oil and gas reserves. "It is the locus of important international sea lines of communications," he said. He said IONS aims to promote a mutual approach to common maritime problems. It would be based on a consensual and co-operative approach to find remedies for regional maritime security concerns. "This forum will be a springboard to foster maritime co-operation among the littoral states," Karannagoda said

Source(s): Lanka Business Online, May 21, 2009.

<http://www.lankabusinessonline.com/fullstory.php?nid=1923717046>

US to Help Bangladesh Develop Elite Naval Commando Force

The United States on May 25 assured Bangladesh it would support efforts to develop an elite Bangladeshi naval commando force to counter terrorism, piracy, and maritime and coastal crimes, officials said. 'The United States government will assist Bangladesh develop this professional, elite force,' US Ambassador James Moriarty said while attending a graduation ceremony of a group of naval instructors in southern Chittagong port city. A total of 40 Bangladeshi instructors successfully completed their course at the Bangladesh Navy Special Warfare and Diving Salvage Centre at the Chittagong Naval Base on Monday(May 25).

They will train future elite naval commandos in the spirit of the 'Nau (Naval) Commandos' who had fought against Pakistani enemies during Bangladesh's 1971 Liberation War, officials said. The US envoy reaffirmed that his government would continue support to Bangladesh's efforts to counter terrorism, piracy, and maritime and coastal crime. 'A strong Bangladesh Naval Commando unit will protect the people of Bangladesh as well as help ensure regional stability, deter terrorists, and contribute to international maritime security and peacekeeping in the future,' said a press statement issued by US embassy in Dhaka. 'This training demonstrates the US government's commitment to Bangladesh and to regional security by promoting military-to-military relationships

throughout Asia and the Pacific,' it added. Earlier, the US had proposed joint maritime patrols on the Bay of Bengal to counter piracy.

Source(s): South Asia News, May 25, 2009.

http://www.monstersandcritics.com/news/southasia/news/article_1479297.php/US_to_help_Bangladesh_develop_elite_naval_commando_force

India and U.K. Held Naval Exercise

An Indian Navy Task Group led by guided missile destroyer INS Delhi along with stealth frigates INS Beas and INS Brahmaputra and fleet replenishment tanker INS Aditya joined the Royal Navy ships for Exercise Konkan off Portsmouth in Britain in third week of June.

The Indian group, commanded by Rear Admiral Surinder Pal Singh Cheema, Flag Officer Commanding, Western Command, arrived at Portsmouth on June 17 for the war games. Konkan, held annually between the Indian and Royal Navies since 2004, aims at building maritime interoperability and mutual understanding. The latest one took place from June 20 to June 25, however, is the first held in U.K. waters. The war games focused on anti-submarine warfare manoeuvres and anti-air and anti-surface skills including specialist boarding operations. The U.K. participants, commanded by Commodore Simon Ancona, include the frigates HMS Westminster and HMS Lancaster, nuclear powered submarine HMS Trafalgar, auxiliaries RFA Mounts Bay and RFA Fort Rosalie and an RAF Nimrod maritime patrol aircraft.

Source(s): The Hindu, June 13, 2009.

<http://www.hindu.com/2009/06/13/stories/2009061357732000.htm>

MARITIME SECURITY

LeT May Attack JNPT, Says Intelligence Report

The Jawaharlal Nehru Port Trust on Friday received an Intelligence report stating that LeT militants could target petroleum product tankers, a top official said in Mumbai on May 15, 2009. "We received an email on Friday from Intelligence stating that there could be an attack by LeT through sea route," JNPT secretary S K Kaul told PTI.

The Intelligence report mentioned in the email stated that the LeT could target private tankers and could blow up tankers carrying petroleum products, he said. We have written to the Commissioner of Navi Mumbai police, Customs authorities, CISF and private security providers to enhance security following the report, Kaul said. However, Additional Commissioner of Police (ATS) Sukhwinder Singh refused to comment on the reports. According to official data, JNPT, one of the major ports on the west coast, handled approximately five crore tonnes of containers between 2008-09

Source(s): The Hindustan Times, May 16, 2009.

<http://www.hindustantimes.com/StoryPage/StoryPage.aspx?sectionName=HomePage&id=2f21f1dc-6032-4229-b178-9710020c04eb&Headline=LeT+may+attack+JNPT%2c+says+Intelligence+report>

UK 'at Risk of Sea-borne Attack'

Britain is vulnerable to terrorist attack from the sea because no single body is responsible for protecting the UK's coast, MPs have warned. Just nine Royal Navy ships including six warships along with a "motley collection" of police and coastguard boats guard a shoreline more than 7,000 miles long. The Commons defence committee suggests developing a "deterrent capability" to ward off sea-borne attacks. The Ministry of Defence has insisted clear procedures are in place. Concerns over the UK's preparations for dealing with a maritime terrorist threat were raised by the committee.

Its statement said: "We are concerned at the level of action being taken to address threats to aspects of national infrastructure such as ports." "What assets are available for maritime security tend to be reactive forces." It continued: "There is a strong case for developing a deterrent capability in relation to threats to civilian maritime targets. "We are not satisfied that an



intelligence-led approach is sufficient." At present the Royal Navy has six warships, two patrol vessels and a support tanker protecting UK waters.

They are backed up by 120 police boats, five coastguard patrol boats and five UK Border Agency vessels. But the Conservatives have called for a full review of the defensive capability. They say the November 2008 Mumbai attacks - during which gunmen arriving by boat killed more than 170 people - could be replicated in the UK

Source(s): BBC, May 17, 2009.

http://news.bbc.co.uk/2/hi/uk_news/politics/8054491.stm

Straits of Malacca Pirates on the Run

Pirate gangs in the Straits of Malacca can be "struck down" within the next five years if the current aggressive pace of enforcement is maintained, a senior Malaysian maritime security official told Reuters. Abdul Rahim Hussein from Malaysia's National Security Council said intelligence and enforcement cooperation between the littoral states of Malaysia, Indonesia and Singapore is now "at a new peak", which has led to a marked decline in piracy incidents. Abdul Rahim, undersecretary of maritime security policy, said there had been no incidents in the Straits this year, a marked drop from 2004 which recorded 38 piracy attacks in the shipping channel that carries a quarter of the world's traded goods.

The three littoral states have aggressively increased patrols and cooperation since July 2005. "Since then we have been able to jointly hunt down a number of known gangs operating in the area who were targeting ships transiting the Straits ... these gangs no longer have sanctuary," he said while attending a conference on piracy in the Malaysian capital. "If we can maintain an incident free area for the next five years then the criminal gangs will no longer be able to resurface," he said in an interview late on Monday (May 18). The success in the Straits of Malacca stands in sharp contrast to rising piracy in the Gulf of Aden, which a senior UN official told Reuters would not be solved until Somalia was a functioning state. Somali pirates have mounted 81 attacks between Jan. 1 and April 20, according to data from the International Maritime Organisation (IMO), compared with 115 for all of 2008.

Source(s): Razak Ahmad, Reuters, May 19, 2009

<http://in.reuters.com/article/worldNews/idINIndia-39714420090519>

India Looks to Napoleon for Coastal Security

Six months after the Mumbai terror attacks, the authorities are still working on a comprehensive maritime security concept for India. This time they are taking a hard look at a 200-year-old concept of Napoleon Bonaparte. As a group of naval ships from Mumbai reaches France towards the end of June, the fleet commander, rear admiral SPS Cheema, will be busy with more than just the proposed bilateral exercise. Cheema will intensively study French maritime security.

As the Indian Navy -- responsible for overall maritime security after the Mumbai attacks -- tries to bring sense in a sea of multiple authorities and petty ego battles, it is looking at the French concept of a single point authority for maritime security. The French technology solution, SPATIONAV, backs up this structure and provides a comprehensive, real-time picture of the waters around France. "We have asked him [Cheema] to study the coastal security concept of France and submit a report," a naval officer said. Cheema's report will be studied in Delhi for evolving India's comprehensive coastal surveillance programme. That the navy is still "studying" concepts shows how knee-jerk reactions and haphazard purchases post-26/11 have not translated into a foolproof surveillance system. Despite several measures taken and the navy being designated as the authority in-charge of overall maritime security, there is confusion about command and control systems. The navy is to be assisted by the coast guard, state marine police forces, and a host of agencies such as the customs.

The C-in-Cs of the navy's Western (Mumbai), Eastern (Vizag) and Southern (Kochi) commands have been designated Commanders-in-Chief of coastal defence. Despite the change in nomenclature, however, there is not much coordinated action taking place. "Several steps are underway, but a comprehensive and clear concept is yet to emerge," a defence ministry source said.

Source(s): Josy Joseph, DNA, June 1, 2009.

http://www.dnaindia.com/india/report_india-looks-to-napoleon-for-coastal-security_1260725

IANS, June 10, 2009.

http://www.thaindian.com/newsportal/uncategorized/post-mumbai-indian-navy-to-study-foreign-practices-for-coastal-security_100203290.html

Shippers Weigh Armed Response to Somali Piracy

A growing number of shipping companies are examining whether to put private armed security guards on their vessels travelling off Somalia's coast to combat rising attacks from pirates industry officials say. Piracy has flourished in recent months off the busy Gulf of Aden and Indian Ocean shipping lanes and seaborne gangs have seized several cargo ships and collected tens of millions of dollars in ransom for the safe release of crews and cargoes.

Maritime organisations have urged shippers to leave any armed role to foreign navies, but some frustrated companies are already using private contractors as a solution as has been seen in other areas of conflict such as Iraq and Afghanistan. While foreign navies have been deployed off Somalia since the turn of the year to try to prevent attacks, those forces have found themselves stretched given the vast expanses of water involved. While U.S. sharpshooters killed three pirates who seized a ship's Captain in April, and other naval forces have arrested pirates, hijackings often occur with no intervention from naval patrols because they are simply too far away. Danish group Shipcraft said putting armed guards on its vessels travelling through the Gulf of Aden was a deterrent and also a means of protecting its crews despite the risks involved.

Steven Neely, director of international operations with Hamburg-based Bastion Services, said it was providing armed guards to a European shipping company in the Gulf of Aden. "Lethal force will always be the last resort," he said. "We will use all means possible before that." "I think you are going to see more private security getting involved: the ones who have a good reputation and who have a responsible approach." John Dalby, chief executive of Spanish based MRM, which provides armed and unarmed personnel to merchant vessels, said he had concerns about the type of security companies now approaching shippers. "Some have been kicked out (of Iraq and Afghanistan) for bad practice and being too ready to use the gun," he said. "They are punting for work out there (Somalia) and some are getting it and making grave errors. There have been unnecessary shootings and instances spiralling out of control when firearms were not necessary," he said. While there have been some calls for a Somali coast guard force or even a United Nations peace keeping mission, most accept that piracy will grow in the meantime.

Source(s): Jonathan Saul, Reuters, Jun 3, 2009.

<http://www.reuters.com/article/africaCrisis/idUSL31024866>

Indian Navy initiates Coastal Campaign on Security

The Southern Naval Command has decided to initiate a campaign among the coastal populace to sensitise them on security issues along the Kerala coast. The Kerala coast is intended to be covered in a phased manner and the Navy has sought the help of the district administrations in these coastal districts to ensure that the message reaches the people, a Navy release said. In order to strengthen maritime and coastal security, the Union Government has designated the Indian Navy as the authority responsible for overall maritime security, which includes coastal security and offshore security, it said.

Navy will be assisted by Coast Guard, State Marine Police and other Central and State agencies for the coastal defence of the nation. The Indian Coast Guard has additionally been designated as the authority responsible for coastal security in territorial waters including areas to be patrolled by the Coastal police. To ensure that assets are optimally deployed and there is synergy between the two organisations, the Navy will control all navy and coast guard joint operations, the release said. The Indian navy believes that the coastal population of the country has a major role in preventing incidents of the type which occurred at Mumbai on November 26 last, it said.

Source(s): Zeenews, Kochi, June 14, 2009.

<http://www.zeenews.com/news539179.html>



MARINE ENVIRONMENT

Indonesia Launches Southeast Asia's Biggest Marine Park

Indonesia has opened Southeast Asia's largest marine park in the Savu Sea, a migration route for almost half the world's whale species and home to vast tracts of rare coral, the country's fisheries minister said. Environmental groups, The Nature Conservancy and WWF will help set up the reserve, where efforts will be made to stamp out illegal practices such as dynamite and cyanide fishing. Tourism activities and subsistence fishing by locals will be allowed but restricted to certain areas.

The Savu Marine National Park, launched at the World Ocean Conference in Manado, Sulawesi, will cover 3.5 million hectares (8.649 million acres) in an area of 500 species of coral, 14 species of whales and 336 species of fish living in the Savu Sea near Flores in eastern Indonesia. "(It is) potentially one of the largest marine protected areas in the Coral Triangle," Minister of Marine Affairs and Fisheries Freddy Numberi said. He was referring to the biologically diverse coral reef network bounded by Indonesia, Malaysia, the Philippines, Papua New Guinea, East Timor and the Solomon Islands.

"About 14 species out of 27 -- meaning 50 percent -- species of whales in the world migrate using this route from the Pacific Ocean, passing through the Banda Sea, Flores Sea and Savu Sea to the Indian Ocean," said Numberi. Rili Djohani, The Nature Conservancy's marine expert, said the park will protect sea turtles, dolphins, sharks and could help boost tuna stocks by protecting their spawning grounds. "It's a beautiful place and it's now the largest marine protected area in the Coral Triangle," she said. "However, enforcement is one of the key questions we need to work out. It could be a combination of community-based and government patrols."

Indonesia has a rich marine environment, but the environment often faces pressure from pollution and loose law enforcement make it difficult to stop practices such as using explosives to catch fish. The Coral Triangle also faces pressure from climate change and reefs could disappear by the end of this century unless countries slash carbon emissions from their current levels, a report commissioned by the WWF warned this week. (Additional reporting by Sunanda Creagh in Jakarta, Editing by Ed Davies and Sugita.

Source(s): Lenita Sulthani, Reuters, May 14, 2009.

<http://www.reuters.com/article/latestCrisis/idUSJAK396065>

Oceans Filled With Waste, UN Report Warns

The world's seas are gradually filling with an increasing volume of waste, with plastic making up the single largest part of pollution in the marine environment, according to a new report authored by the UN Environment Programme (UNEP) and the Washington-based advocacy group The Ocean Conservancy, cited by Deutsche Presse-Agentur (dpa). Plastic most often found in the form of PET bottles and shopping bags can be found floating in seas around the globe. It accounts for up to 80 percent of marine waste pollution in some waters, according to the report which was published in Washington and Nairobi to mark World Oceans Day on June 8. Smoking also plays a major role in marine pollution. The report's researchers discovered that of the 103 million pieces of marine pollution categorised in the study, 25 million were cigarette filters or individual cigarettes.



"The oceans are our life support systems," Ocean Conservancy President Vikki Spruill said. "They supply much of the oxygen we breathe, the food we eat and regulate the climate we need to survive. But marine pollution continues to pose a threat to our health." The report highlights the plight of sea turtles who often confuse plastic bags with jellyfish, one of their main sources of food. Many sea turtles die from consuming plastic bags. A five-year study of Arctic Fulmar seabirds in the North Sea found 95 percent had pieces of plastic in their stomachs. This plastic is then broken down into smaller parts before being passed out into the environment and consumed by smaller organisms. In this way plastic is reaching the lowest levels of the marine food chain. "Marine waste pollution is symptomatic of a wider problem," UNEP executive director Achim Steiner said in a press release. "It highlights our wasteful practices and bad management of natural resources."

Plastic bags, bottles and other forms of waste that are gathering in our seas could be recycled or considerably reduced through proper waste management. "Some forms of waste such as tin foil or disposable plastic bags, which are choking our seas, should be banned or their manufacture quickly stopped. There is no justification for their continued production anywhere," Steiner said. This first study of its kind looked at marine waste found in 12 sea regions including the Mediterranean, the Baltic and the Caribbean. According to the report's authors much of the waste found at sea is caused by tourism. A good example of how tourism and clean oceans are not mutually exclusive can be found in Mauritius and the Seychelles which are not contributing to waste pollution in the Indian Ocean even though they are very popular tourist destinations. According to earlier findings by UNEP, 6.4 million tonnes of waste are disposed of at sea every year. Every square kilometre of sea has an estimated 46,000 pieces of plastic floating in it. Most of that waste is produced by international shipping. Instead of paying to dispose of their waste in harbours, many captains decide to have their ship's garbage simply

thrown overboard while at sea. Shipping as a source of marine pollution is followed by domestic and industrial waste that is washed into the oceans down rivers and then spread around the globe by currents and the wind.

Source(s): June,28 2009.

<http://www.neurope.eu/articles/95126.php>

MARITIME LEGISLATION

Tax Incentives for Anti-piracy Defences?

Two Pentagon officials told Senators today that "it may be useful to develop incentives that will help encourage merchant ships to invest in anti-piracy security measures. These could range from tax credits to reduced insurance rates." They also revealed that the U.S. military is working with industry to explore how contracted armed security teams can be a useful and viable option for highly vulnerable ships. And they said that it may become necessary to mandate that ships take certain security measures--starting with passive self-defense. "The single most effective short-term response to piracy will be working with merchant shipping lines to ensure that vessels in the region take appropriate security measures themselves," said Ms. Michèle Flournoy, Under Secretary of Defense (Policy), and VADM James A. Winnefeld, Director for Strategic Plans And Policy, Joint Chiefs of Staff, in a joint prepared testimony for a hearing of the Senate Armed Services Committee.

Source(s): May 05, 2009.

<http://www.marinelog.com/DOCS/NEWSMMIX/2009may00051.html>

China Submits Maritime Claims to United Nations

China says it will rely on peaceful negotiations to establish its maritime boundaries, even as it aggressively rejects claims by other countries to territories in the East and South China Seas. At the heart of the matter are two groups of rocky islands in the South China Sea. China calls them the Nansha and Xisha islands. Internationally, they are better known as the Spratlys and the Paracels. They lie near vital shipping lanes and are believed to be rich in oil and gas.

The issue of disputing claims to the islands is in the news again because Wednesday is the deadline for countries to submit to the United Nations their claims to territories on the outer limits of their continental shelves. This roughly means territories that are more than 200 nautical miles beyond their coasts. The China Daily newspaper on May 14 quoted as Chinese Foreign Ministry spokesman Ma Zhaoxu saying reiterating his country's claim of what he calls "indisputable...jurisdiction over South China Sea islands and their adjacent waters." At the same time, he said the Chinese government will resolve maritime issues through peaceful negotiations.

The Spratly islands also are claimed, in full or partially, by Brunei, Malaysia, Taiwan, the Philippines and Vietnam. The article says China has urged the United Nations Commission on the Limits of the Continental Shelf not to review a submission from Vietnam and a joint submission from Vietnam and Malaysia. It quotes the Chinese mission to the world body as saying the submissions infringe on China's sovereignty in the South China Sea. The paper quoted Chinese Academy of Social Sciences maritime law expert Wang Hanling as saying that, by submitting their disputing claims to the United Nations, the two countries are trying to make this an international issue.

The news follows the Chinese Foreign Ministry's recent announcement that it has set up a Department of Boundary and Ocean Affairs. Foreign Ministry spokesman Ma Zhaoxu says the new department will deal with land and maritime boundaries and is aimed at increasing diplomacy with neighboring countries. Ma says this new office is part of what he describes as an "appropriate reshuffle" for a country that has such long land and sea borders. Another maritime dispute involves overlapping claims with Japan for the Diaoyu or Senkaku Islands in the East China Sea. The new department is also tasked with dealing with China's 22,000 kilometers of land border with 14 other countries. China settled its border demarcation with Vietnam in February and with Russia last October. China's only outstanding land border issues are with Bhutan and India

Source(s): May 14, 2009.

http://english.chosun.com/site/data/html_dir/2009/05/14/2009051400501.html



Analysis - What to Do With a Captured Pirate?

As navies from around the world confront Somali gangs off the Horn of Africa, a small legal issue is turning into a major problem for the mission and the governments involved: what to do with the captured pirates? Faced with escalating pirate attacks in one of the world's busiest shipping routes, European Union forces rushed to the Indian Ocean in December -- only to find that after chasing and detaining the suspects, the next step was unclear. Many Western governments are reluctant to bring suspects into their own countries, lacking the jurisdiction to do so or fearing the Somalis might try to claim asylum. Lawless Somalia is unlikely to give them a free and fair trial. Some forces simply set them free again.

Trying to solve the problem, the European Union, the United States and a growing number of other pirate hunters have started outsourcing trial and prosecution to Somalia's neighbour, Kenya. But Kenya, with an eye on its volatile neighbour, has made clear it cannot take all Somali suspects. There is already one German lawsuit challenging the Kenyan arrangement. Some lawyers say governments have thrown themselves into a legal experiment that lays them open to compensation claims and raises questions about the maritime operation itself. "Has it been given a lot of thought? I don't think so. If it had, the legal aspect would have been considered more thoroughly," said Timothee Phelizon, a lawyer whose Somali client, Ismael, is held in a French jail.

Ismael and five other Somali men are accused of attacking a French yacht and holding its crew hostage in April 2008. Phelizon said four of them had nothing to do with the hijacking, and would have to be released without charge. France holds 15 Somali pirates who were caught during or after attacks on French crews. Phelizon argues they cannot be sent back as other pirates will suspect them of having divulged secrets to the French. He expects them to claim asylum here. Others have been shipped to Mombasa. The EU struck a deal with Kenya in March over suspects seized by its "Operation Atalanta", and has since then transferred more than 50 men.

The United States in January expanded an older deal with Kenya. Like France, it still decided to tackle the issue itself when its national interests were at stake -- a Somali teenager, the sole surviving accused pirate from an attack on U.S. container ship Maersk Alabama in April, was indicted in the United States on ten counts in May. NATO, which is also operating in the area, is scrambling to hammer out a deal after it was publicly rebuked by the United States for freeing captives. Military sources told Reuters that the initial confusion was frustrating for them. Officials have cheered the Kenya deal. But despite everyone from Russia to India to the United States patrolling the Gulf of Aden and Somalia's east coast, pirates continue to do their business. There were 111 attacks in 2008; so far, 2009 has already seen 114, according to the International Maritime Bureau.

Maritime experts believe that successful prosecution will somewhat deter pirates, who pay attention to legal developments. But human rights activists question Kenya's suitability. German lawyer Oliver Wallasch, whose links with human rights groups led him to represent a Somali caught by German forces and shipped to Kenya, said he should be tried in Germany. Arguing Kenya does not meet EU justice standards, Wallasch is suing Germany's government on behalf of his client. Germany says it cannot prosecute the men, accused of attacking a German ship with a non-German crew and flag.

An exchange of letters between the EU and Kenya, the legal basis of the deal, includes several human rights provisions. An EU official, who did not wish to be named, told Reuters lawyers are monitoring the Kenyan trials. "What happens if my client is sentenced to eight, nine years in jail -- once the media loses interest, who will continue to monitor his jail conditions after eight years?" Wallasch said. Meanwhile, Western governments are seeking out other suitable partners in the region, such as the Seychelles. Whatever the result of the talks and legal tussles, lawyers, military officials and maritime experts agree that ultimately, none of this will solve the piracy problem. As Cyrus Mody, a piracy expert for the International Maritime Bureau, puts it: "At the end we all know that the problem lies with Somalia and its lack of a rule of law."

Source(s): Reuters, May 26, 2009,

<http://www.reuters.com/article/latestCrisis/idUSLF303912>

Gujarat's Port Development Policy among The Best: Study

Gujarat's port policy, which was announced in 1995 and has encouraged participation of private players in the port sector, is one of the best public policies in Asia, a study has revealed. "Gujarat has implemented various forms of port liberalisation since the 1990s. This has helped it become the country's fastest growing state and its economy has grown at an average of 10.14 percent per year from fiscal year 2001 to fiscal year 2006," a research study by United States of America based Cato Institute stated.

The state's "Port Policy Statement of December 1995" spelled out an explicit strategy of port-led development, including the creation of 10 completely new, world-class ports, in which private-sector participation would play a large role, it said. Gujarat has a number of private ports like the Adani group owned-Mundra port, Pipavav port and private jetties developed by industries like Reliance. Giving comparative figures of cargo handling by the ports, the study argued that ports developed by the Gujarat Maritime Board (GMB), also known as minor ports, have handled largest volume of cargo in the country. "In the fiscal year ending 2007, Gujarat's minor ports handled 123.6 million tons of cargo, compared with the 53.0 million tons handled by its only major port (Kandla)," said the study, adding that its minor ports accounted for 123.6 million tons of the total of 171.9 million tons handled by all such ports nationwide.

Source(s): May 31, 2009.

<http://www.zeenews.com/news535719.html>

Bangladesh to go to UN in Maritime Row With India and Myanmar

Bangladesh will formally complain to the United Nations against claims of India and Myanmar in a row over maritime waters in the Bay of Bengal, the country's Prime Minister Sheikh Hasina Wazed said. The dispute centres on the extended continental shelf in the bay which Bangladesh shares with its neighbours - over 22000 square with India and 22,000 nautical miles with Myanmar.

'A diplomatic protest note will be sent to the United Nations against the (maritime) claims of India and Myanmar,' the premier told parliament while responding to questions during her weekly question time in the House. The Bangladesh permanent mission at the United Nations was preparing the note in consultation with local and international experts. It will be submitted to the United Nations at the earliest opportunity, she added. 'The government is also trying to resolve the disputes with India and Myanmar through bilateral diplomatic channels,' Hasina said referring to meetings with Myanmar in the last couple of years for demarcation of their territorial waters.

The deadline for officially registering for Bangladesh's claim for its maritime boundary is July 27, 2011, Hasina said adding her government would do the same well ahead of the timeline. Myanmar and India had made their submissions to the UN for their extended continental shelf on December 16, 2008, and May 11, 2009, respectively.

Source(s): Jun 17, 2009.

http://www.monstersandcritics.com/news/southasia/news/article_1484203.php/Bangladesh_to_go_to_UN_in_maritime_row_with_India_and_Myanmar_#ixzz0JLT4AoSX&D

New Port Regulatory Body: The Right Approach

The Indian government's plan to give more teeth to a proposed regulatory body that will replace the existing tariff regulator for its dozen ports is a step in the right direction. The new regulatory body will be created through a separate, independent legislation. The current regulator, the Tariff Authority for Major Ports (TAMP), was created in 1997 when the government opened its ports sector to private investment. TAMP was set up by an amendment to the Major Port Trusts Act, 1963, because 11 of the 12 government-owned ports are governed by this legislation. The only exception to this is Ennore Port in Tamil Nadu, which was set up under the Companies Act, 1956, and hence remains outside the jurisdiction of TAMP.

The new regulatory authority, intended to be comprehensive and powerful, will oversee all Federal government-owned ports, whether governed by the Major Port Trusts Act or the Companies Act. It will also help when the 11 ports now functioning under the Major Port Trusts Act are converted into companies. TAMP has been criticized as being a toothless regulator with no powers to enforce its own tariff rulings or penalize those found violating the terms and conditions governing tariffs. It has a limited role—to set tariffs—without any regard for the facilities given to the end-use customers of port services. The proposed regulatory body would remove these shortcomings.

Unlike TAMP, the new port authority would be a full-fledged regulator. It would have the powers to set rates for the facilities and services provided at the 12 ports, to prescribe and monitor performance norms and standards for services and facilities provided by port authorities and private operators and also to decide on disputes between port authorities, private operators and users of the facilities and services. The new regulatory body would have powers similar to that of a civil court to call for information, conduct investigations, summon witnesses, inspect books of accounts, reports or other documents of any port authority or private operator. There

have been instances in the past when private operators refused to share vital information necessary to process a tariff proposal on the plea that it would be misused by their rivals.

The new regulatory body will also act as a grievance redressal forum, thus taking the role of an appellate authority. Under the existing regime, several tariff orders passed by TAMP have been challenged in courts. The new regime will not take away the right of an aggrieved party to challenge the order of the regulator in the high court. But at least the port authorities, private operators and users would know they have a regulator with powers to settle their disputes and look into their problems arising from running or using port services.

The new regime will also go a long way in making ports more efficient since it will have the powers to set performance standards for port authorities and private operators, and to impose penalties in case of non-adherence.

Source(s): P Manoj, Live Mint, Jun 25, 2009.

<http://www.livemint.com/2009/06/25211051/New-port-regulatory-body-the.html?h=B>

MARITIME HERITAGE

Made in China: A 1,200-Year-Old Shipwreck Opens a Window on Ancient Global Trade.

The world economy in the ninth century had two powerful engines. One was Tang dynasty China, an empire stretching from the South China Sea to the borders of Persia, with ports open to foreign traders from far and wide. The Tang welcomed diverse people to its capital, Changan, the site of modern-day Xian, and multiethnic groups lived side by side in a city of a million—a population unmatched by a Western city until London in the early 19th century. Then, as today, China was an economic powerhouse—and much of that power was built on trade. The other economic engine was Baghdad, capital of the Abbasid dynasty from 762 onward. That dynasty inherited the Muslim world in the Middle East; by 750 it had spread as far as the Indus River to the east and Spain to the west, bringing with it trade, commerce, and the religion of Islam (the Prophet Muhammad himself had been a merchant). Linking the two economic powerhouses were the Silk Road and its watery counterpart, the Maritime Silk Route. The overland road gets all the attention, but ships had likely been plying the seas between China and the Persian Gulf since the time of Christ. In tune with the cycle of the monsoon winds, this network of sea-lanes and harbors bound East and West in a continuous exchange of goods and ideas.

Tang China was hungry for fine textiles, pearls, coral, and aromatic woods from Persia, East Africa, and India. In return, China traded paper, ink, and above all, silk. Silk, light and easily rolled up, could travel overland. But by the ninth century, ceramics from China had grown popular as well, and camels were not well suited for transporting crockery (think of those humps). So increasing quantities of the dishes and plates that held the meals of wealthy Persian Gulf merchants arrived by sea in Arab, Persian, and Indian ships.

It was a long and perilous journey. And sometimes a ship just vanished, like a plane off a radar screen. Since time immemorial, ships have come to grief in the Gelasa Strait, a funnel-shaped passage between the small Indonesian islands of Bangka and Belitung, where turquoise waters conceal a maze of submerged rocks and reefs. Despite the dangers, sea cucumber divers were working the area a decade ago when, 51 feet down, they came across a coral block with ceramics embedded in it. They pulled several intact bowls from inside a large jar, took them ashore, and sold them.



The divers had stumbled upon the most important marine archaeological discovery ever made in Southeast Asia: a ninth-century Arab dhow filled with more than 60,000 handmade pieces of Tang dynasty gold, silver, and ceramics. The ship and its cargo, now referred to as the Belitung wreck, were like a time capsule of proof that Tang China, like China today, mass-produced trade goods and exported them by sea. Working in shifts until the monsoon stopped them, a team of divers retrieved the ancient artefacts.

The treasure—much of it, anyway—turned out to be the Tang equivalent of Fiesta ware: so-called Changsha bowls, named after the Changsha kilns in Hunan where they were produced. Tall stoneware jars served as ninth-century shipping containers; each could hold more than a hundred nested bowls that might

originally have been padded with rice straw, a sort of organic bubble wrap. Scholars already knew that such simple, functional tea bowls had been exported worldwide from the eighth to the tenth centuries: Shards of them had been found at sites as far afield as Indonesia and Persia. But few of the bowls had ever been found intact. Now the Java Sea had yielded up a shipload, many perfectly preserved—protected in the stoneware jars from the scouring action of sand on the seafloor. Sponged clean, their glazes shone as brightly as the day they were fired.

The handmade bowls give evidence of "factory-like production," says John Miksic, an American professor at Singapore's National University who is an expert on Southeast Asian archaeology. They are the earliest known exported examples of their kind. "The cargo also implies an organizer with managerial skill," Miksic says, "and huge quantities of imported raw materials." Cobalt for blue-and-white ceramics, for example, came from Iran; it was not recovered from ore in China until much later.

Although Arab mariners clearly plied the Maritime Silk Route, trading on a large scale over great distances, "this is the first Arab dhow discovered in Southeast Asian waters," says John Guy, senior curator of South and Southeast Asian Art at the Metropolitan Museum in New York, "and the richest and largest consignment of early ninth-century southern Chinese gold and ceramics ever discovered in a single hoard." A reconstruction suggests the craft was similar to a kind of sailing vessel still found in Oman and known as a *baitl qarib*. Almost 60 feet long, with a raked prow and stern, it was built of African and Indian wood and fitted with a square sail. Its most distinctive feature was that instead of being held together with dowels or nails, its planks and beams were literally sewn together, probably with coir, a coconut-husk fiber. The dhow's port of departure and destination are still uncertain. No logbooks survived, no bills of lading, no maps. But most scholars believe that it was bound for the Middle East, possibly the Iraqi port city of Al Basrah (now Basra). It probably set sail from Guangzhou, the largest of the ports linked by the Maritime Silk Route. In the ninth century an estimated 10,000 foreign traders and merchants, many of them Arabs and Persians, lived in Guangzhou.

Among the tens of thousands of Changsha bowls found in the wreck, one was inscribed with this message: "the 16th day of the seventh month of the second year of the Baoli reign," or A.D. 826 on the Western calendar. This is almost certainly when the bowl was fired. Then, as now, goods did not sit around on the wharf for long, so the ship probably embarked not long afterward. The serial nature of the cargo (along with the bowls, it included 763 identical inkpots, 915 spice jars of various sizes, 1,635 ewers) and the geographic diversity of its production (from at least five kilns widely dispersed over China) suggest that these were export items made to order. Decorations show the eclecticism of the global market. There is something for everyone: Buddhist lotus symbols and motifs from Central Asia and Persia. Objects bearing geometric decorations and Koranic inscriptions were clearly aimed at the Islamic market. White ceramicware as well as green-splashed bowls and ewers are known to have been popular in Iran. One bowl was inscribed with five loose vertical lines, interpreted by some scholars as a symbol whose meaning resonates powerfully in today's world: Allah.

Like the shiploads of sneakers or electronics stamped "Made in China" today, most of the items recovered from the dhow were trade goods. But at the stern of the ship, divers found a trove of gold and silver and high-grade ceramics whose significance is more mysterious. Peeling back a cloud of white, acid-free paper, Alvin Chia holds up a cup in gloved hands. "This is the largest Tang dynasty gold cup ever found," he says. Chia is an executive with Singapore's Sentosa Leisure Group, which joined with the Singapore government to beat out several museums and bought the entire cargo in 2005 for more than \$30 million. It may one day be the core of a Maritime Silk Route museum. Since China first began trading with the world more than 2,000 years ago, it has opened and closed like a clamshell. During the Tang dynasty the clamshell was wide open and remained so for many centuries. A string of inventions—gunpowder, paper, printing, and cast iron—had set China on course to become the world's leading economic power. Trade with the West had steadily expanded, with Chinese seafarers taking an increasingly dominant role.

When the great admiral Zheng He set sail in 1405 with a fleet of 317 ships, China ruled the waves. "If you had been sitting in a spaceship looking down on Earth, and you had observed developments from the ninth to the 15th century," says John Miksic, "you would have thought that the Chinese would take the next step—explore the Atlantic and become the dominant world culture." But throughout Chinese history, there has been another, equally powerful force at work: a distrust of merchants and the foreign influences they import, dating back to Confucius, who believed trade and commerce should not dictate Chinese culture and values.

In A.D. 878, little more than half a century after the Belitung ship sank, a rebel leader named Huang Chao burned and pillaged Guangzhou, killing tens of thousands of Muslims, Jews, Christians, and Parsis. And not long after Zheng He's voyages, when Columbus reached the New World, the Confucian worldview won the day; China burned its fleet and turned inward. The Silk Road and the Maritime Silk Route, which had linked China to the

world, lapsed into disuse. The Portuguese entered the Indian Ocean, and by the late 17th and early 18th centuries, Europe had begun to dominate world trade. "The whole of world history would have been different if the Chinese had not gone into their shell for 500 years," Miksic says.

Now China competes with India to be the world's workshop. China is open as never before and once again trading with its ancient partners in the Middle East. Iran, for instance, supplies 12 percent of China's oil. In return, Beijing provides machinery and locomotives, builds subways and railroads, and helps Tehran exploit its vast mineral resources, closing the loop from the ninth century, when cobalt was shipped from Persia to China for the blue-and-white ceramics found on the Belitung ship.

Source(s): Simon Worrall, National Geographic Channel, May 14, 2009.

<http://ngm.nationalgeographic.com/2009/06/tang-shipwreck/worrall-text/1>

HUMAN RESOURCES

Israeli Security Academy Offers Maritime Protection Training

An Israeli security academy is teaching counter-piracy and maritime protection to an international class of students. The International Security Academy (ISA), is led by former soldiers in the Israeli security forces, and is known around the world for its expertise in training bodyguards and securing money transfers and convoys. One hundred and twenty students from all over the world, including two women, participated on Thursday (May 12) in the final drill of the six-week ISA course.

The training is focused on prevent pirates from taking over ships. A wave of piracy at sea has cost the insurance business at least 80 million dollars in the past year. David Mirza, Founder, International Security Academy, said "Today is the final exercise of the maritime protection course, in which we simulate attacks on the ship, and in case of escalation, that we meet the pirates on board." Cadets are trained in the use of several types of weapons, shooting towards small targets such as dinghies, and in face to face combat, in the event that pirates manage to get on board.

"The training has been very unique, from my perspective coming from Australia and ex-military background. This sort of training, I haven't been exposed to before from an Israeli point of view. It's a new concept, as far as using combat to deter, they take a very offensive role comparing with a lot of other courses that are available," said Russ from Australia. A female Student Ivana from Serbia opined, "It is very important to make this team professional in what they are doing, because once the pirates attack the ship it takes them no more than 5 to 15 minutes to take over the ship, so the team has to be very quick, and very efficient in what they are doing." The ISA course organizers say they have been flooded with requests from security companies, who are eagerly waiting to employ the new trainees.

Source(s): June 13, 2009.

http://english.ntdtv.com/ntdtv_en/ns_me/2009-06-13/436694354138.html

MARITIME TOURISM

Sri Lanka Drafts New Rules for Marine Tourism

Sri Lanka is drafting new rules to protect the marine environment with tourist ventures such as whale and dolphin watching expected to become big business with the end of the war, a senior official said. Tourism ministry secretary George Michael said the government was aware of the importance of safeguards to protect the marine habitat and ensure sustainable tourism practices.

With the end of the 25-year ethnic war after the defeat of Tamil Tiger rebels last month, the authorities anticipate a revival in tourism which had long been in the doldrums owing to the conflict. Already, a few tourist businesses have begun promoting whale and dolphin watching tours, a hitherto unexploited resource. The new tours offered by operators have raised fears among environmentalists and scientists of potential harm to marine life and the environment, given their unregulated nature.

Marine scientists have sounded alarm over aggressive practices adopted by some operators in the southern waters during whale watching tours for tourists that have disturbed the animals. They have pointed to the use of high speed boats and close approaches to surfacing whales as practices that need to be regulated. Michael told a news conference that the government was drafting regulations to cover the new businesses. "We

also need to work out safeguards while promoting new tourism ventures," he said. He said the ministries of tourism, fisheries, and the environment were holding talks on drafting the new rules.

Source(s): Lanka Business Online, June 26, 2009.

<http://www.lankabusinessonline.com/fullstory.php?nid=552253278>

IMO CORNER

IMO and Industry Review Progress on Addressing Seafarer Shortage And The Scourge of Piracy

At the invitation of IMO Secretary-General Efthimios E. Mitropoulos, a meeting took place on 30 March 2009, at the IMO Headquarters, with the participation of representatives of shipping industry bodies (known collectively as the "Round Table of international shipping associations", i.e. BIMCO, ICS/ISF, INTERCARGO and INTERTANKO), and of the International Transport Workers' Federation (ITF), to review developments related to: the "Go to Sea!" campaign, which they had launched jointly in November 2008 to attract entrants to the shipping industry (see IMO Briefing 53/2008); and the situation of piracy and armed robbery against ships in waters off the coast of Somalia and in the Gulf of Aden.

The participants welcomed actions taken by parties involved in the campaign to promote its objectives; took note of additional initiatives, which they were currently pursuing with the same goal; and identified several issues to be further addressed collectively and individually.

The participants welcomed the concerted efforts of the international community, spearheaded by the United Nations, IMO and the industry, to protect shipping from acts of piracy and armed robbery off Somalia and in the Gulf of Aden, noting, with satisfaction, recent decreases in the number of successful piracy attacks resulting in hijackings and hostage takings. Reasons given included intense international activity, raising the profile of the issue, successful interventions by a growing number of warships operating within the region, coordinated industry advice and guidance, practical measures adopted by Masters and shipping companies and, not least, adverse weather conditions.

Suggestions and contributions are welcome at maritimeindia@gmail.com

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